

TOP SECRET

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25 July 1963

MEMORANDUM FOR THE RECORD

SUBJECT: DCI Meeting with Senator John L. McClellan, Chairman,
Senate Government Operations Committee

1. At 9:45 a.m. this morning the Director briefed Senator McClellan, Chairman, Senate Government Operations Committee, on the problem involving Secretary Zuckert's testimony about the use of titanium in air frames. He noted the public statement made by Dr. Charyk at a public interview with the McClellan Committee investigators on March 18, 1963. Dr. Charyk's answer to a question was "Concerning the use of titanium, I thought it was attractive from the weight-saving point of view but that it should be looked at with care since there is no other plane in which titanium has been used in the same fashion, that is, in major structural members of large thicknesses at high stress levels. There is little experience in such cases insofar as fatigue problems are concerned. Careful engineering and testing would be required to rule out the unknowns." Secretary Zuckert's statement, referring to the fact that Boeing had switched from more proven material to titanium, quoted this statement of Dr. Charyk's.

2. The Director briefed Chairman McClellan on OXCART, pointing out that titanium had been used extensively although not in exactly the same fashion as in the TFX. Therefore, that part of Dr. Charyk's statement which reads "that is, in major structural members of large thicknesses at high stress levels" is not accurate. The Director said he hoped the Chairman would find some way of preventing Secretary Zuckert from being asked a direct question during the Committee hearings as to whether there was another plane in which titanium had been used. The Chairman said he certainly did not want to impair the security of the country but that he would have to go through with the TFX hearings to the end and he could not entirely control the question by the members of his Committee. He said in effect that he understood the security problem and would do all he could to protect the security of the OXCART project.

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3. The Director asked me to see Secretary Zuckert and ask him if he could change his statement to read "there is no other plane in which titanium has been used in exactly the same fashion" (the word "exactly" being inserted) and leave out the inaccurate phrase about major structural members. I talked to Mr. Zuckert after he had had an initial private meeting with the Chairman and discussed this. Mr. Zuckert said that not only had Dr. Charyk's statement had wide distribution but his own statement had been distributed to the Committee and any change at this late date would cause intense scrutiny and promote questions directly on the point. He said therefore he would leave it in although he appreciated our concern of his position in not being exactly accurate. I told him the Director had briefed the Chairman, and thereupon Secretary Zuckert said he would discuss the situation with the Chairman, indicating he proposed to go ahead with his statement as it stood. He returned in a few minutes and said that the Chairman had agreed with this position. Secretary Zuckert also said that in the event he was questioned directly on whether there was another plane using titanium he saw no alternative but to answer no, and he would do so even though testifying under oath. He appreciated very much the fact that the Director had briefed Senator McClellan.

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